

CHAMPAGNE

MOET & CHANDON'S
 DRY IMPERIAL... 12 Dos. Quarts \$55
 As supplied to
 H.M. KING EDWARD VII.
 SOLE AGENTS—
H. PRICE & CO.,
 12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

CLUB WHISKY

THE BEST VALUE ON THE
 MARKET.

Per Doz. ... \$15

H. PRICE & CO.,
 12, Queen's Road.

No. 14,039 號玖十叁零千肆萬壹第

日伍拾式月貳年玖十二緒光

HONGKONG, MONDAY, MARCH 23RD, 1903

壹拜禮 號叁十式月叁年叁零百九仟壹英港香

PRICE, \$3 PER MONTH

A. S. WATSON & CO. LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

SPECIAL!!

WATSON'S

B BRANDY

GUARANTEED PURE COGNAC.

For Bottle ... \$2.25

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[a1545]

CUTLER, PALMER & CO.'S

Price \$11.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
 Blend
 of Selected
 Distillations of the
 Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
 8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
 9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
 9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
 10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
 11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
 12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
 12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
 3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
 4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
 6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
 6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
 7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
 NIGHT CARS.
 6.45 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.

SUNDAYS.
 8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
 8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
 9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
 9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
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 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
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 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
 4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
 6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
 6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
 7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
 NIGHT CARS as on Week Days

Extra cars at 11.30 p.m. and 11.45 p.m.
 SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN HUMPHREYS & SON,
 General Managers.
 Hongkong, 1st October, 1902. [a2618]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a First-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply Fittings of every description. Repairs can be had in second-hand Machines. Repairs executed with promptitude and skill. Enamelling a Speciality.
MCKIRDY & CO.,
 43 & 45A, QUEEN'S ROAD EAST.
 Hongkong, 4th April, 1901. [a2584]

MACLAREN'S IMPERIAL CANADIAN CHEESE.

Wholesale and Retail from
LANE, CRAWFORD & CO.,
 SOLE AGENTS.
 Hongkong, 22nd October, 1902. [a30]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
 In Casks of 375 lbs. net 75 per Cask ex Factory.
 In Bags of 250 lbs. net \$3.75 per bag ex Factory.
SHAWAN, TOMES & CO.,
 General Managers.
 Ho g'cong. 3rd December, 1902. [a3281]

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(ESTABLISHED 1873)
MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
 Telegraphic address "H.K.H." [a184]

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JUST RECEIVED

GRUYERE, CAMENBERT, NEUFCHATEL, ROQUEFORT.
 FRESH CHEESE
 LOMBURGER, STILTON (IN JARS), MACLAREN'S (IN JARS),
 YOUNG'S AMERICAN.
 FRESH SALAMI, SAUCISSON DE LYON, CERVELAT, WURST.
 SALT HERBINGS, SALT MACKEREL, SALT SALMON BELLES, SARDELLEN.
 SALT FAMILY BEEF, SALT CLEAR PORK (IN SMALL KIDS),
 SARDINES (BONELESS, ALL KINDS), LEMONS, PICKLES, OIL, BUTTER,
 TOMATOES &
 CONFECTIONERY (ALL KINDS), DATES (STUFFED WITH WALNUTS),
 RAISINS, FIGS, ALMONDS, NUTS.

Apply to—

G. GIRAULT.

[a40]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC.

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC.

Loss old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

THE ELITE OF WHISKY—

THE "PALL MALL."

\$22 PER DOZ.

11 Years old the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS.

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

C. P. & Co.'s INVALIDS' PORT

\$22 PER DOZ.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

DOURO PORT.

\$15.75 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY.

\$22 PER DOZ.

LA TORRE SHERRY.

\$18.50 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.

\$43.75 PER DOZ. QUARTS.

\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

NOTICE!!!

GENUINE FIRST HAND PIANOS

BY THE FOLLOWING LEADING MANUFACTURERS:

COLLARD & COLLARD, BROADWOOD,
 STEINWAY, DORNE, and CHALLENGE.

CAN ONLY BE OBTAINED FROM

LANE, CRAWFORD & CO.

THEIR SOLE AGENTS IN HONGKONG.

N.B.—In consequence of the NUMEROUS FRAUDS practised on the Public by makers of COUNTERFEIT PIANOFORTES, the names of the well-known firm of COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying with each Pianoforte a CERTIFICATE of AUTHENTICITY, signed by their Firm, and it is earnestly requested that purchasers TO AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the name and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO.

[a34]

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WHITE WOOD OR MAHOGANY BATS, ALSO WITH SKIN OR GUT BATS.

EGYPTIAN CIGARETTES.

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LADIES' BOOTS AND SHOES.

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NEW STOCK NOTE PAPER AND ENVELOPES IN GREAT VARIETY. BEST MAKERS.

A SOLDIER'S LOVE STORY: A ROMANCE OF HONGKONG, by Mrs. R. F. JOHNSON. Price \$1.00. [a33]

AQUARIUS

"HERE FILTRATION IS, AS PEOPLE ARE NOW BEGINNING TO UNDERSTAND, QUITE INEFFECTUAL FOR DESTROYING THE WORST ORGANISMS THAT WATER MAY CONTAIN."

"DAILY TELEGRAPH."

THE AQUARIUS COMPANY USE PURE TREBLE-DISTILLED WATER ONLY IN THE MANUFACTURE OF ALL THEIR TABLE WATERS.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

SOLE AGENTS, HONGKONG AND CHINA. [a35]

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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a70]

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NEW BOOKS AND NEW EDITIONS.

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 "RAFFAELLI" SOLID OIL COLOURS. [a32]

COTTAM & CO.

GENTLEMEN'S COMPLETE OUTFITTERS, DENT'S WALKING AND DRIVING GLOVES, DRESSING GOWNS, TRAVELLING RUGS, WARM UNDERCLOTHING, &c., &c. [a36]

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THAT MONEY CAN BUY:

WATKINS' BALSMIC COUGH LINCTUS.
 " EMULSION OF COD LIVER OIL.
 " CALLICURA
 " ODONTALINE.
 " HAIR VITA.
 " SYRUP OF HYPOPHOSPHITE.
 &c., &c., &c.

WATKINS, LD., HONGKONG.

THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS AND NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—

THE MANAGER OF WORKS AT HUNGHOM;

OR SHEWAN, TOMES & CO., General Managers. [a426]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.

SOLE AGENTS. [a7a]

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a38]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA) MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days' rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (s.s. Hengsham), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOA VISTA." For Terms, apply to THE MANAGER. [a244]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms, elegantly furnished. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Lunch Service for Guests. For Terms, apply to the MANAGER. Hongkong, 31st October, 1902. [a49]
VICTORIA HOTEL,
 SHAMSHAN, CANTON.
 BRITISH CONCESSION.
 GOOD Accommodation.
 Excellent Cuisine.
 Every Convenience for Tourists.
 T. F. DA CRUZ, Manager.
 Canton, 1st October, 1901. [a163]

INSURANCE

THE STANDARD LIFE ASSURANCE COMPANY.

(ESTABLISHED 1825.)

Funds ... \$10,300,000

Claims Paid ... 21,000,000

Reserve ... 1,300,000

THE STANDARD is the ONLY British Life Office having a LOCAL BOARD OF DIRECTORS in the Far East with full powers to accept proposals, issue policies, pay claims and surrenders, and advance loans ON THE SPOT without reference home. Attention is respectfully drawn to the advantages of assuring in a large BRITISH Company of old reputation and high standing. For full Particulars and Rates, apply to Messrs. DODWELL & CO., LD., Agents. [a197]

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HONGKONG HOTEL

A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing Room, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents. Dining Accommodation for 300 persons. Private Dining Rooms for large parties. Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Hostess in attendance. Ladies' cloak Room. Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel. Wines cooled by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation—131 rooms. Fire Extinguishing Mains and Emergency Exit on every floor.
 CHARGES MODERATE.
H. HAYNES,
 Manager. [a48]

PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a980]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL. Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Rooms specially reserved for Captains of the Mercantile Marine. Hot and Cold Water throughout. Electrically Lighted. Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the MANAGER. Hongkong, 24th October, 1902. [a343]
HOTEL CRAIGIEBURN.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S

CELEBRATED BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age; very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine "SODA"

WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 18.00

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

increase of more than \$5,000,000. It is facts like these that induce men to build ships, and seeing that there are yet immense possibilities of trade with Asia for America, no less than for all other commercial nations, it is not surprising that the incontrovertible proof of this which experience affords, should have given a flip to shipbuilding. It is stated that during the present year the America steamers to enter the Pacific coast Asiatic trade will have a total tonnage of \$4,000,000, and the predicted increase of trans-Pacific tonnage within two years is 140,000. That prediction might stand some chance of realisation if the Isthmian Canal could become an accomplished fact in that time, but otherwise we are disposed to be almost as sceptical concerning it as about the enormous fortunes which were in the days of long ago prophesied for the American shipowner. Nevertheless the United States can well look forward to a large development of her trade in this part of the world. It is the line of least resistance and every mail brings evidence of the strenuous efforts which are being made to induce the Pacific coast States to press their advantage. In point of proximity to the markets of Asia, they are only excelled by Russia, and the Russians are not born traders, or they would have made far greater use of their advantages. Though all commercial peoples are more or less alive to the possibilities of trade in Asia, none are more insistent than the people of the United States. The amount of literature on the subject obtained from the Consuls, and from other sources and disseminated throughout the States is not equalled by any other country, and the sweet uses of this advertisement he who runs may read in the returns published by the Bureau of Statistics.

His Excellency the Governor will open the new Tang Wa Hospital building in Po Yan Street on Thursday next.

A meeting of subscribers to the Macell Memorial Fund will be held at Queen's College on Friday next at 5.30 p.m.

The Chinaman who was injured during blasting operations at Pine Wood Battery, Pokfulam, has since died in hospital.

The appointment of Dr. W. F. Pearce, to act as Medical Officer of Health, Sanitary Superintendent, and Superintendent of Statistics during the absence of Dr. Clark is gazetted.

Instead of the customary ball the Committee of the St. Patrick's Society in Shanghai celebrated the 17th by giving "An Irish Evening" at the Lyceum Theatre.

So far, the lakew who, as we have already reported, was charged with stealing a watch and \$20 from a fisherman on a junk at Aberdeen was acquitted at the Police Court on Saturday. Mr. M. J. D. Stephens defended him.

At the Magistracy on Saturday eleven wretched-looking natives were convicted, on the complaint of Police Sergeant MacSwayed, of being rogues and vagabonds, and sentenced to 14 days' hard labour each.

His Excellency the Governor has been pleased to provisionally appoint Dr. J. M. Atkinson, principal civil medical officer, to be an official member of the Legislative Council on the resignation of the Hon. F. J. Badesley.

By noon on Saturday the total number of plague cases in the Colony had reached 97. Three cases were reported during the previous twenty-four hours. One had been dumped near the Government Store, and another in Hollywood Road.

Official notification is given in the Gazette of the alteration in the date of the election of two members of the Sanitary Board. It will, as we announced on Saturday, take place next Wednesday instead of on April 2nd, the date originally fixed.

Leu Mui, who is charged with suborning and procuring two other Chinese to commit perjury in a Land Court case, was remanded at the Magistracy on Saturday till the 25th inst. Mr. F. B. L. Bowley, Crown Solicitor, is prosecuting, and the accused is defended by Mr. P. W. Goldring, solicitor (Messrs. Deacon & Hastings), who made an unsuccessful application for bail for his client.

The following programme of music will be played by the band of the 14th Bombay Infantry on the New Parade Ground to-day from 4.30 to 6 p.m.:

March—“Under dem Doppel Adler” Wagner Overture—Hungarian—Koler Bela Valse—“Wein Weil und Gessang” Strauss Selection—“Faust”—Gounod Song—“Love's Old Sweet Song”—Molloy Hungarian Dance—Prætor

The Rosetta Maru (Captain Tate) has made record time for the round trip between here and Manila. Her time down was 46 hours, and the return passage to Hongkong was completed in 44 hours, the Rosetta coming in at ten o'clock on Saturday morning five hours ahead of her expected time. She brought with her 52 saloon passengers. The Rosetta Maru, the Rosetta's sister-ship, which left on Friday morning for Manila, carried over 60 saloon passengers. Both vessels are owned by the Toyo Kisen Kaisha, and formerly sailed under the P. & O. flag.

A Chinese Vice-Consul has been appointed for Hilo.

The Tientsin Volunteers are, after all, to have the clasp for the relief of Peking.

The death is announced of Mr. Richard Jordan Gilling, inventor of the famous gun.

Mr. A. H. Skelton, J.P., has been appointed Visiting Justice to the Po Leung Kuk in place of Captain G. C. Anderson, resigned.

H. A. Neubrenner, of Penang, has been granted the privilege attaching to inventions for an “invention for the destruction of white ants, and the preservation of wood.”

The following names have been added to the list of authorised architects:—Messrs H. W. Bird, G. E. Wood, A. Bryer, C. H. Gale, A. H. Hewitt, A. H. Hollingsworth, G. E. See, and A. H. Ough.

It is notified in the Gazette that His Excellency has received from His Majesty's Government an intimation that the Bulgarian Government has given notice of the denunciation of the Commercial Agreement with Great Britain of the 12th/24th July, 1897, as from the end of 1903.

The Constantinople correspondent of the *Novoe Vremya*, reports that Great Britain has notified Turkey that, if the slightest intention is manifested by the Porte to send troops to Arabia, Great Britain will occupy all the Red Sea ports. This message is interpreted to refer to the trouble which has arisen in connection with the Aden hinterland.

Prince Tsi Chen, Chief Chinese Commissioner to Osaka Exhibition, it is stated in a private letter from Peking, will take with him presents for the Mikado amounting to the value of Tls. 5,000. It is not stated whether the presents are intended to be from Prince Tsi Chen himself or conjointly from the Empress Dowager and Emperor.

Almost simultaneously with the announcement that British Viceroy has been appointed to the Siamese Malay States to control the rajahs there comes the news, says the *Siam Free Press*, that two Professors of Harvard University law school have been selected for Siam, including Mr. E. H. Stronbe, Professor of International Law and Legal Adviser General to Siam.

Messrs. Erich Georg & Co., in their weekly share list say:—Business has been fairly active during last week and with the exception of Indos and Sugars, which have suffered a decline, and of China Providents starting up, material changes in rates have not taken place. Rates of exchange on Shanghai close at Tls. 73½ for T/T, and at Tls. 73½ for three days' sight private paper.

At Kobe, Richard Metcalf, in the employ of Messrs. Nickel & Co., storekeepers, has been sentenced to fifteen months' imprisonment with hard labour for having assaulted and injured a Chinese tallyman. It was alleged that the accused pushed the Chinese from the American steamer *Lyra*. He fell into a lighter and injured his back. Accused denied the allegation and said the man fell overboard by accident.

It is notified in the *Government Gazette* that His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 45 of 1902, entitled—An Ordinance to amend the Law relating to employers and servants; Ordinance No. 46 of 1902, entitled—An Ordinance to authorise the making of bye-laws by the “Star” Ferry Company, Limited.

The Koteler Monument in Peking, which was built by the Chinese Government in commemoration of the late German Minister murdered in 1900 by Tang Fu-hsing's soldiers, cost Tls. 190,000 all told; but it remains to be seen, says the *N.C. Daily News*, what sort of a bill the officials superintending the work intend to charge the Imperial exchequer. If precedent be followed it is expected that the Government will be charged at least a million taels.

The following police changes consequent on the departure of Mr. F. J. Badesley, the Captain Superintendent, on leave of absence are notified in the *Government Gazette*:—Captain F. W. Lyons to act as Captain Superintendent of Police, Superintendent of the Fire Brigade, and Superintendent of Victoria Gaol; Mr. E. R. Hallifax to act as Deputy Superintendent of Police and Mr. P. P. J. Wodehouse to act as Assistant Superintendent of the Fire Brigade.

A special London telegram to the *N.C. Daily News* states that the report of the Naval Reserve Committee says that the Navy has outgrown the power of the merchant navy to supply it with men when wanted, and the Committee suggests the partial introduction of short service, the formation of naval volunteer corps, and the possible employment of soldiers as marines; and making local arrangements in times of emergency for the supply of Asiatics, especially lascars, as sailors.

At Singapore on the 13th inst., Capt. Spiesen, master of the *Koh Si Chang*, and Capt. Kohn, master of the *Andree Rickmers*, were before the Bench Court for carrying more than twenty passengers without having on board a properly qualified medical man. Mr. Edlin, who appeared for them, pleaded guilty, saying that though there were medical men on board the ships, one of whom was an American and the other a Chinaman, yet the diplomas they held did not qualify them to practice as required by law. The defendants were each fined \$10.

TELEGRAMS.

REUTER'S SERVICE.

LOSS OF ANOTHER SEAT TO THE GOVERNMENT.

LONDON, 19th March.

At the bye-election at Rye to replace Colonel Brookfield, the Conservative Member, who has been appointed Consul at Montevideo, Dr. Hutchinson, the Liberal candidate, polled 4,910 and Mr. Boyle, the Unionist 4,373 votes.

In consequence of the striking victories of the opposition at Woolwich and Rye, a number of Liberals have notified their willingness to become candidates for Ministerial strongholds.

The Unionist papers admit that the Rye election means discontent with the Government.

[At the last general election the Rye returns were Brookfield, 5,376; Hutchinson 2,887.—Ed. D.P.]

THE LIBERAL POLICY.

LONDON, 20th March.

Sir Henry Campbell-Bannerman speaking at Leeds said the Liberal policy of twelve years ago was not in any sense abandoned but only put aside for a favourable opportunity which was now coming.

THE TRANSVAAL LABOUR QUESTION.

LONDON, 19th March.

In reply to the Right Hon. J. Bryce, Mr. Chamberlain said that his representations to the Foreign Office had resulted in their agreeing to let one thousand Central Africa natives go to the Transvaal mines as an experiment. The charge of forcing labour was absolutely unfounded. The discussion as to the introduction of Chinese labour was entirely premature; all other sources must be first exhausted.

LONDON, 20th March.

Messrs. Skinner and Noyes, the Commissioners of the Transvaal Mining Industry travelling to study the question of Chinese labour for the Transvaal, have arrived at London and sail on the 28th instant for New York from where they will proceed to California on a visit to the mining centres. They will then sail for Yokohama and China, spending two months in China and Malay Peninsula ports, notably Singapore.

GREAT BRITAIN AND ITALY.

LONDON, 20th March.

Great Britain has spontaneously assured Italy that the reports concerning the occupation of Bomba are baseless.

MR. CHAMBERLAIN IN THE CITY.

LONDON, 20th March.

Mr. Chamberlain received an ovation in the City on the occasion of the presentation of an address by the Corporation. In the course of a speech he said that he returned from South Africa more than ever convinced that the war was unpreventable, but he looked with confidence to the future in the belief that the problem of South Africa was settled at last.

AMOY NOTES.

[FROM A CORRESPONDENT.]

Amoy, 19th March, 1903.

A NEW INTERNATIONAL SETTLEMENT. At last the island of Kungshan has become an International Settlement. A meeting of ratepayers was called for the 17th instant for the election of a Municipal Council. Owing to some difficulties in regard to the qualifications for voting, the Council Body decided to appoint the first Council, and the following were appointed:—Messrs. Akata, Marshall, Orr, Hempel, Wallace, Dunne.

Copies of Land Regulations and Bye-Laws have been circulated, and we understand they come in force on May 1st.

There is some hard work before the Council but we think the gentlemen appointed will be equal to the occasion. We should be better off from a sanitary point of view, but the new taxes and licenses will be rather heavy. These together with the Customs duties make the future business outlook anything but bright.

DROUGHT RELIEVED.

We have had a lot of rain during the last few days. It was wanted badly, as a good many wells were dried up.

LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Wakasa Maru* (European Line) left Singapore for this port on the 20th inst., and is expected here on the 26th inst.

The Imperial German mail steamer *Kiautschou*, carrying the German mails with dates from Berlin of the 3rd inst., left Colombo on the 29th inst., afternoon, and may be expected here on the 14th prox.

The Imperial German mail steamer *Stadigart*, which left here on the 15th inst., at noon, arrived at Genoa on the 20th inst., at 5 a.m.

The C.P.R. steamer *Empress of Japan* left Yokohama on the 20th inst., p.m., for Victoria and Vancouver.

The P. & O. steamer *Socotra* left Singapore for this port on the 19th inst., at 8 p.m.

The C.N. steamer *Taiyuan* left Manila for this port on 21st inst., and is expected to arrive here to-morrow.

The C.N. steamer *Kafong* left Hilo for this port on the 20th inst., and is expected to arrive here to-morrow.

The N.Y.K. steamer *Yamato Maru* (Asahi Line) left Nagasaki for this port on the 20th inst., p.m., and is expected here to-morrow.

FOOTBALL.

H.K.F.C. v. OFFICERS OF THE FLEET.

A good game was anticipated between the above, but there was only a moderate attendance at the Happy Valley on Saturday when the teams lined up as follows:—

Officers of the Fleet:—Dorman, goal; Hall and Burdell, backs; Dematt, Crossman, and Stokes, halves; Preston, Chambers, Whitworth, Hallett, and Cook, forwards.

H.K.F.C.:—C.C. Hickling, goal; T. E. Pierce and J. W. C. Bonnar, backs; H. A. Brest, C. T. Kay, and W. T. Caulfield, halves; W. R. Lemarchand, N. H. Rathford, C. B. S. Cooper, R. Henderson, and E. J. Davies, forwards.

The officers, losing the spin of the coin, kicked off. Cooper got possession and passed to Henderson; the ball, however, went out. From the throw the Navy rushed down; Davies intercepted a pass and had a good run, but was dispossessed before he could get in a shot. Neither side was making much progress and play was very even, each goal being visited in turn. The first dangerous raid was by the Navy, who had hard lines in not opening the score. They managed to secure a throw well down in the corner, and after several attempts had been made to net the ball, Cooper punted hard down. Whitworth let Preston away, but Bonnar cutely put him offside. A dribble by Whitworth was blocked by Kew, who gave Lemarchand. The Club outside right left Stokes a long way behind, but the attack came to nothing. Preston having beaten Bonnar, was given offside—a doubtful decision.

Davies cleverly left Hall standing, and secured a corner, which Dorman cleared. The Club attacking strongly gained two corners, but could not penetrate the defence. The game was very tame, and only livened up for a brief space by a passing run by Lemarchand and Rathford. A certain score was averted by Pierce, who, after his partner had been beaten, rushed across just in time to get in his kick before Hallett. A foul close in on the goal goal looked dangerous, the defence, however, was sound. Immediately after, the whistle signalled half-time, neither side having scored.

From the kick off the Navy gained possession and Cook was almost the medium of the score being opened. After this narrow escape the Club came away with a rush. Lemarchand received the ball in an offside position, but was not called upon by the referee. Rushing on, the outside right centred, and Henderson from under the bar had no difficulty in netting. This was distinctly hard lines, but it made the Navy put more sting into their play, and it looked odds on their equalising. Rathford was feeding his partner splendidly, but the naval backs were out and lay well up, so that when Lemarchand rushed away he was invariably offside, though the referee was very indulgent to such backsliding. Dorman dallying instead of clearing immediately, Cooper nearly took the ball from him. At last the Navy scored, but offside robbed them of the point. Cook sprinted up the wing, and passed to the centre, who was offside. A goal would have been a well-deserved reward for the pressure the Club's goal was now subjected to; the Navy, however, could do anything but score. Bonnar wildly rushing all over the field, the sailors were time and again pulled up for offside when their forwards came away on a run. The long-looked-for came at last, Kew, who had been playing a first-class game, unlooked-forly handled—so we were afterwards informed—within the penalty area, and the referee, much to the astonishment of the players and the mystification of the spectators, awarded a penalty. Whitworth took the kick and placed in the net. Some of the players, however, having crossed the line previous to the ball being played, the referee ordered the kick to be retaken. This time Hickling got his hands on the ball and stopped its progress, but failing to clear effectively the ball was secured by a Naval forward and into the net it went. The complexion of the game had not altered when the whistle sounded. The score then stood:—

Officers of the Fleet, 1 goal; H.K.F.C., 1 goal.

The sides were evenly matched, but the play generally was of a poor order.

The Shield final is being pleasantly anticipated by all who witnessed the *Glorious Ocean* fight, and a little royal should be witnessed next Saturday.

H.K.F.C. v. THE NAVY.

This match, the fourth between the above teams this season and not the fifth as stated in a contemporary, was played last Friday and resulted in a draw of one try (3 points) all, after a keen struggle. The following was the Club team:—

P. H. Campbell, back; W. R. Robertson, R. D. Harvey, T. E. Pearce, and O. J. Barnes, three-quarters; E. M. Knox and J. P. Jordan, half-backs; W. W. Clark (capt.), E. R. Hallifax, P. W. Goldring, E. D. C. Wolfe, V. Cooper, A. Boyd, P. S. Jameson and H. L. Biaggy, forwards.

Lewis scored a clever try for the Navy, although pluckily tackled by Knox. The Club were unfortunate two or three times in being unable to score, especially after an excellent run by Barnes. Jordan dribbled over the line, but Corcoran kicked the ball dead. Half-time arrived with the score a try in favour of the Navy.

On resuming the Club's three-quarters got going, but nothing resulted. Hallifax was always prominent out of touch and played a fine game. Following five-and-take play, Clark intercepted a pass, and after an magnificent run half the length of the field, grounded the ball between the posts. This fine effort was deservedly applauded. He took the kick himself, but to the surprise of all failed to convert. Nothing more was scored, and the game ended in a draw.

For the Club, Clark and Hallifax played a splendid game, ably supported by Cooper, Goldring and Wolfe. Pearce and Harvey saved well, the Club's outside, however, did not play with enough dash. The Naval halves were inclined to be off-side, but their three-quarters marked their men well. Corcoran back played his usual sound game.

VICTORIA RECREATION CLUB ROWING RACES.

On Saturday the Victoria Recreation Club had a couple of rowing races at Kowloon, this being a new departure having for its object the improvement of the racing at the next Regatta. It was wholly successful, although the number of spectators might have been larger. Both races were splendidly contested. The first was a one-mile scratch four-oared race and the other a half-mile double-scull race. Appended are the results:—

SCRATCH FOUR-OARED RACE—1 MILE.

Station No. 3. *Rose*—
Bow ... F. K. Tata
2 ... G. H. Ruby
3 ... L. C. Musso
Stroke ... A. E. Alves
Cox ... C. M. S. Alves

Station No. 4. *Shamrock*—
Bow ... H. A. Seth
2 ... A. E. Angar
3 ... F. M. Rosa Pereira
Stroke ... C. S. Hanco
Cox ... H. M. Bain

Station No. 1. *Leah*—
Bow ... F. D. Bain
2 ... J. Jordan
3 ... H. A. Lamport
Stroke ... J. Millar
Cox ... F. W. White

These were the entrants. The race was fixed for 4.15 p.m. and the starter's gun went off promptly to the minute. Coming down the course *Shamrock* gained a slight advantage and opposite Yaumati Police Station was leading by half-a-length. Then *Rose* came up with a spurt and going at a great pace took up the lead and eventually won by about half-a-length. It was a pity that no official time was taken, for it must have been very fast.

DOUBLE-SCULL RACE—1 MILE.

Station No. 2. *Powerful*—
Bow ... S. Musso
Stroke ... F. M. R. Pereira
Cox ... C. M. Alves

Station No. 3. *Terrible*—
Bow ... A. J. Mackie
Stroke ... S. A. Moore
Cox ... F. W. White

Three entrants. Again Mr. Meek got the boats away to a good start and an exciting race ensued. *Powerful* winning by less than a length, and *Terrible* getting into second place with a few feet to spare.

At the conclusion of the racing, the prizes were presented by Mr. Frank White, the popular Hon. Secretary of the Club. He congratulated the members on the success of the races and said he hoped to be able to get up another meeting of the same kind next month. The prizes, which consisted of silver salt cellars for the first race and silver match-boxes for the second, had been presented by a well-known local gentleman—a good sport himself. (Applause.)

The races had been keenly contested and he only hoped the losers would not be discouraged but have better luck next time. At the close of the presentation ceremony, three cheers were given for Mr. White and for the donor of the prizes. It remains to be added that Mr. T. Meek acted as starter, Mr. W. Armstrong as umpire, and Messrs. A. H. B. Mitchell and A. A. Alves as judges. A police launch kept the courses clear.

CRICKET.

H.K.F.C. v. HOCKEY CLUB.

The following are the scores in the above match, played on Saturday:—

H.K.F.C. b
E. B. Garde, R.N. (capt.), c Parker, b Hancock ... 54
W. Dixon, run out, b Hancock ... 35
Capt. Fawcett, R.N., c Maitland, b Gray ... 49
S. D. Blair, R.N., b Carter ... 54
A. H. Bisset, R.N., c Hooper, b Gray ... 0
P. T. Lambie, b Hancock ... 13
E. E. O. Bird, c Cook, b Hancock ... 28
Lt. T. Shalford, R.N., b Hancock ... 4
Lt. Mahon, R.N., c and b Carter ... 4
Lt. Tomlin, R.N., b Carter ... 1
D. Grimble, not out ... 2
Extras ... 7

Total ... 216

HOCKEY CLUB. b
C. A. Cooke, R.N., c Bird ... 7
T. C. Gray, b Bird ... 8
E. H. Carter, R.N., not out ... 42
Dr. Madden, R.N. (capt.), c and b Tomlin ... 3
E. Maitland, b Hancock ... 30
H. Hancock, b Fawcett ... 34
J. Hooper, b Bird ... 7
A. Ramsome, R.N., b Bird ... 2
A. A. Barker, R.N., not out ... 0
C. E. Barker, not out ... 2
Dr. L. E. Dartnall, R.N., c to bat ... 5
Extras ... 5

Total (for 7 wickets) ... 128

BOWLING ANALYSIS.

H.K.F.C.
Carter ... 0 ... 1 ... 3 ... 3
Madden ... 0 ... 1 ... 3 ... 3
Hancock ... 12 ... 9 ... 48 ... 4
Gray ... 9 ... 1 ... 55 ... 2

HOCKEY CLUB. b
Tomlin ... 7 ... 1 ... 19 ... 1
Bird ... 14 ... 4 ... 31 ... 4
W. Dixon ... 10 ... 1 ... 37 ... 1
Blair ... 3 ... 2 ... 14 ... 1
Fawcett ... 5 ... 2 ... 21 ... 1
Lambie ... 4 ... 1 ... 13 ... 1
Bisset ... 2 ... 1 ... 1 ... 1

A.O.D. C.C. v. CRAIGENOWER C.C.

This match was played at the Happy Valley on Saturday last, between the above Clubs, and resulted in a victory for Craigenower by 4 wickets and 27 runs.

The following are the scores:—

A.O.D. C.C.
Illywhite (capt.) b Horton ... 11
Ancombe, b Fawcett ... 42
Robinson, b Horton ... 1
Butter, c Bess, b Horton ... 3
Bradford, b Horton ... 19
McGibbon, b Horton ... 4
Maitland, b Horton ... 14
Bradford, b Horton ... 3
Langley, run out ... 0
Burgess, b Peterson ... 0
Lashbrook, not out ... 2
Extras ... 3

Total ... 89

CRAIGENOWER C.C.
M. H. Hartman, b Ancombe ... 2
E. E. Lamport, b Bradford ... 24
E. K. Horton, c and b Ancombe ... 0
E. Bess, b Bradford ... 8
L. A. Rose, b Bradford ... 4
J. M. Agor (capt.), not out ... 27
J. L. Smart, not out ... 14
J. D. Kinaird, ... 2
E. Ford, ... 1
H. Yacobi, ... 1
Extras ... 11

Total (for 6 wickets) ... 116

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd March, 1903.

A YEAR before the first overland railway in the United States was completed, a speaker at a banquet given in New York in honour of the Chinese Embassy said: “If there is present a merchant who expects to live thirty years and wishes his son succeeding him to amass a fortune, in comparison with which that of the Medici were poverty, let him build ships to run between China and our Pacific coast.” This was alluring advice certainly to give to New York merchants, but for some reason or other the merchants did not show themselves to be in a hurry to accept it. Thirty-five years have since passed, and still we see that less than ten per cent. of the foreign commerce of the United States is carried in American bottoms. It is only, however, in quite recent years that America has learnt the possibilities of the Asiatic trade, and become a serious competitor in the markets. In glancing through the commercial literature of the States one cannot but be struck by the prominence given to Pacific trade interests. Though this trade is small compared with the trade of the Atlantic and even of the Gulf ports, it is one which appears to be growing very rapidly. In the year ending June 1902 the exports of the United States to Pacific ports showed an increase in value of nearly \$18,000,000 compared with the returns of the previous year, and the imports an

VICTORIA GAOL IN 1902.

ANNUAL REPORT.

The annual report of Mr. F. J. Bodeley on Victoria Gaol is published in the *Gazette*. We make the following extracts:—

The number of prisoners committed to the Gaol under sentences from the ordinary Courts was 5,783, besides 149 soldiers and sailors sentenced by the Military and Naval Authorities. There were 53 prisoners admitted for debt, making a total of 5,988.

The corresponding numbers for the preceding year were respectively 4,858, 182, 29 and 8, making a total of 5,077.

The percentage of prisoners admitted with previous convictions recorded against them to the total number of admissions was 113 as compared with a percentage of 13.37 for the year 1901.

The daily average number of prisoners confined in the Gaol during the year was 376 as against 409 in 1901. The accommodation of the Gaol was given in 1900 as 570. During 1902, and especially in May, when for several days there were 749 prisoners, the Gaol was very much overcrowded. During the latter part of the year a number of prisoners were located in the corridors, cell accommodation being insufficient.

There were 6 deaths and 3 executions during the year, and 35 prisoners released on medical grounds.

There were 84 juveniles admitted to the Gaol during the year, 64 of whom were sentenced to be detained for 48 hours and to be whipped, the remainder were sentenced to various terms of imprisonment.

There were 1,971 punishments for breach of prison discipline, being an average of 3.42 per prisoner, as compared with 2.41 with an average per prisoner of 4.83 for the preceding year. There were eight cases in which corporal punishment was awarded during the year, seven of which were (with the birch rod) sentenced by the Assistant Superintendent alone and one with the cat-o'-nine-tails sentenced by the same officer in conjunction with a Justice of the Peace.

Notwithstanding the overcrowded state of the Gaol during the year, the average number of reports per prisoner has been the lowest on record and speaks well for the maintenance of discipline throughout the year.

There were 313 prisoners convicted from the New Territory during the year, of whom 16 were sentenced to 2 years' imprisonment and upwards.

Constant attention is given to the instruction of long-sentence prisoners (first offenders) of good conduct, who are employed at industrial labour, viz.:—Boat and shoemaking, tailoring, mat-making, carpentry, smithing, net-making, mattress-making, rattan work, knitting, printing, and book-binding—the knowledge of which is useful and educational, rendering many of them much better adapted to earn an honest livelihood after their discharge from prison.

The total number of forms printed at the Gaol during the year 1902 was 3,050,828 and 11,949 books were bound. The value of work done by the printing and book-binding department was \$29,039.13. Deducting the cost of paper, leather, etc., used during the year, from the net earnings, the total profits on all industrial labour amounted to \$29,439.91 for the year 1902.

All minor repairs to the Gaol have been carried out by prison labour.

The conduct of the European officers has as a rule been excellent, and their duties have been satisfactorily performed. The conduct of the Indian staff has been on the whole good.

There have been no escapes or attempts to escape.

The new quarters for married and single officers were completed and occupied in March. The officers' old quarters within the prison have been converted, by prison labour, into a hospital for prisoners.

The new hospital is a separate building, capable of accommodating 30 prisoners.

There have been no suicides or attempts to commit suicide during the year.

ARMS AT HONGKONG FOR REBELS.

FROM A CORRESPONDENT IN HONGKONG.

The *N. C. Daily News* has received some interesting information as to the way in which the pirates and rebels and bandits in Kwangtung and Kwansai procure their arms. There is a large stock of arms in Hongkong, their import being freely permitted, while their export is prohibited. When imported they are all registered by the police, note being taken of the godowns in which they are stored, but the merchants are allowed for their own convenience to transfer them from one godown to another. A compromise brings his firm an order for, say, 5,000 rifles. It is arranged that they are to be sent out of the harbour and transferred to the purchaser's boats outside Green Island. They are packed to look like ordinary merchandise of various kinds, and are put in boats to be sent outside Green Island. If the police do not get wind of the matter, they go down the harbour all right; but if the police find them in the boats, it is represented that they are merely being transferred to another godown on the other side of the harbour. A case occurred not long since in which the police asked for one or two cases of arms, registered by them, to be opened that they might assure themselves that the contents had not been exported. The cases were opened and found to contain stones. The firm concerned immediately made an outcry that they had been robbed by their Chinese employees. Perhaps they had.

RECOMMEND MACNIVEN & CAMERON'S PENS. THE WATERLEY PEN, for Easy Writing. THE FLYING SCOTCHMAN PEN, instead of a Quill. THE FLYING J. writes 200 words per dip. Sold at all Stations. WATERLEY WORKS, EDINBURGH.

GREEN ISLAND CEMENT CO., LD.

ANNUAL MEETING.

The 14th ordinary general meeting of shareholders in the above Company was held in the office of the general managers (Messrs. Shaw, Tomes and Co.) on Saturday forenoon. Hon. E. Shewan presided, and the others present were Hon. Sir Paul Chater, C.M.G.; Hon. C. W. Dickson, Dr. J. W. Noble, and Mr. C. E. Ewins (consulting engineer), Messrs. N. H. Rutherford (secretary), G. Murray Bain, E. A. Hewett, L. Owen, J. E. Michael, P. C. Potts, J. Orange, J. Fredericks, C. A. Tomes, A. Babington, S. J. Joseph, T. H. Reid, Fung Wa Chun, Lam Chung, and Chau Pan.

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen, The report and accounts having been in your hands for some days past, it is not necessary to read them now. The net profit for the year is some \$36,000 above that of the previous year, so we recommend raising the dividend from 10 to 12 per cent., that is paying away \$30,000 more this year, which we trust will meet with your approval. Twelve per cent. is a very fair dividend, and until the Company had reduced its present indebtedness, I do not think we should increase this rate. The gross profit, less interest, is nearly \$240,000, and no doubt the question has arisen in the minds of some shareholders what has become of this profit, and why is our debt to our banks still some \$75,000 more than last year? Of course, the accounts show exactly what has become of the money, but I will explain it shortly now. These two items, the gross profit and the increase in overdraft, amount to nearly \$315,000, and are roughly accounted for as follows, viz.:—

Last year's dividend ... \$101,000
Spent on additions ... 106,500
Increased value of stock on hand ... 81,000
Increase of sundry debtors ... 26,500—\$314,000

At last year's meeting, I told you that we did not expect to spend more than about \$50,000 altogether on the two factories. You will see that we spent \$79,000; the difference is simply the cost of a second Cammer Dryer, which we found absolutely necessary to assist us in drying the increased quantities of raw material. This year, we estimate we shall have to spend about \$30,000 at Miao, and about \$40,000 at Hok On, as with an increasing output we shall require much more accommodation in the shape of a shed for the burnt clinker and of bins for storing the finished cement, our contract with the Admiralty Dock contractor requiring special bins to be set aside for their stocks when tested. It affords me much pleasure to tell you that with greater knowledge and experience we are producing much more clinker from our kilns than we ever anticipated, and it is just possible that this increase, which is, of course, a very satisfactory feature, may necessitate additional grinding machinery, the cost of which we estimate at about \$50,000 to \$60,000. Of course we shall not incur this extra outlay unless absolutely necessary, but we cannot wait till all the kilns are burning before putting the work in hand, and I mention it now as prospects are beginning to point to the possibility of the machinery being required before the year is out. All depends on our supplies of raw material, and that brings me to our old trouble, the difficulty of obtaining stone. It is not the scarcity of material that we suffer from, but the scarcity of transport. Some of the largest quarries are situated where boats can only reach them during the wet season, there being little or no water at other times, and last year was unfortunately the driest known in that particular district. We have done everything we can by advancing money to contractors and even by having boats built of our own to ensure a larger supply this season, and we have also used every means to find other quarries situated in more accessible places, where boats can load all the year round. We have had an anxious time obtaining sufficient supplies during the past year for even a limited number of kilns, and our stock of stone at the moment is practically nil, but our efforts to find new places seem to be having results at last, and we have now some hope of securing larger supplies. This question of raw material, as was the case in the previous year, has been our chief worry; for the disposal of our cement on the other hand has given us little trouble. The demand has been good all round, and the fall in exchange during the year only worked in our favour and enabled us to raise our prices. As you know, we have two good contracts running, both of which have been increased since they were originally made, and we have other important ones in view. The quality of our cement remains unvaried; under a rigid specification the British Admiralty have not questioned an ounce of it, and their Inspector when out here pronounced the cement blocks made of it to be the finest he had ever seen. (Applause.) I think, therefore, gentlemen, you may fairly congratulate yourselves on the present position of your undertaking and on its future prospects. The financial position might, perhaps, be better; we are still spending money on capital account, but it is money spent to good purpose and returns to us in the shape of larger profit, and I do not think that after the further outlays I have mentioned, we shall require to do anything more in the way of further additions and improvements to the present installation, unless the demand should increase to a much greater extent than we at present anticipate. Our debt to our bankers is large, and will be increased by \$120,000 more on payment of the dividend, and if, as we hope to do, we succeed in accumulating a large reserve of raw material, it will be still larger; but our business is sound, and our assets are all good, so there need be no anxiety on that score.

As for the brick and tile works at Deepwater Bay, we are still hopeful of making this into a good business. The results were very poor last year, but we took advantage of the commission the factory was thrown into first by an unprecedented heavy rainstorm and then by typhoons, to reorganise the whole system. We replaced the old engine by one which we bought cheaply out here and added another boiler, which we also got secondhand. We extended the machine and drying shed, altering the arrangement of the plant, and adding a new brick and tile machine which we ordered from home, and we have just completed a new cooling house, on the hill, overlooking the works which, we trust, will stop the great amount of sickness that has prevailed amongst the coolies while living over the clay pit on the low ground. To increase our output and reduce the cost of production, we shall build, this year, two more brick kilns, one pipe kiln and order another mixing pan, which we estimate will cost altogether something under \$10,000. You must bear in mind that besides the damage by storms, we lost at least two months' work, and under such circumstances you will see we could hardly expect better results than those now shown. I know of nothing else that I can usefully add, and I now beg to move that the report and accounts as presented to this meeting be adopted and passed. When this has been seconded, I shall be glad to hear any remarks from shareholders. (Applause.)

Mr. MURRAY BAIN—I have great pleasure in seconding the adoption of the report and the passing of the accounts.

There were no other remarks, and the CHAIRMAN put the proposition, which was agreed to unanimously.

Mr. J. E. MICHAEL moved the re-election of the Consulting Committee—Hon. Sir Paul Chater, Hon. C. W. Dickson, Mr. C. Ewins and Dr. J. W. Noble.

Mr. T. H. REID seconded, and the motion was agreed to without opposition.

Mr. E. A. HEWETT moved the re-election of the auditors, Mr. T. Arnold and Mr. W. H. Potts, and the proposal, which was seconded by Mr. J. E. MICHAEL, was carried *unanimously*.

The CHAIRMAN—That is all the business, gentlemen. I am much obliged to you for your attendance. The dividend warrants will be ready on Monday.

Mr. J. E. MICHAEL—I beg to propose a vote of thanks to the general managers for the very satisfactory accounts they have submitted to the shareholders. (Applause.)

The CHAIRMAN—Thank you.

REVIEW.

The British Empire: Suggested Basis for the Apportionment of the Expense and Control of the Sea and Land Forces and the Representation of the Self-Governing Colonies in an Imperial Council, Parliament or Congress. By C. McLEND, M.P., F.R.S. London, P. S. King & Son.

At such a time as this when the eye of every British subject is directed towards the questions of Naval Extension and Imperial Federation, the above pamphlet by Mr. McLeary cannot fail to make its influence felt—if not as a finality in the matter at least as a finger-post pointing the way to that desired end. The author divides his subject into four parts:—

- (1) The defence of the British Empire;
- (2) The representation of the people of the several component parts thereof;
- (3) The influence to be exercised by them in the control of the expenditure and of the policy to be pursued; and
- (4) The proportion of the expenditure to be contributed by these several sections of the community.

Before proceeding to discuss them, however, he reviews the expansion of the Empire, dilates upon the impetus to that expansion (the natural outcome of the growth of our shipping and commerce), and so clears the way for a consideration of our Imperial needs as these at present appear. In this last connection he points out that besides the alterations which in recent years have taken place in regard to the area of the Empire, other circumstances have occurred which have materially altered the position of affairs in regard to the land force required for the protection of our island frontiers and the expenditure necessary for maintaining an adequate Navy for the protection of our coasts and commerce. Now, owing to the extension of Russian territories and railways in Asia we have Russia almost at our back door of India. Each of our many Colonies in Africa, also, has either France or Germany on its land frontier. Result: any of these three nations can at their leisure and in a time of peace, but in preparation for war, concentrate their armed forces in the neighbourhood of our frontiers. The defence of the Empire must unquestionably always be dependent on the Navy. With regard to the land forces, the author remarks they may be localised. The Navy, however, is an Imperial, not a local force. The sea is all one continuous ocean; likewise the British Navy must be one. Mr. McLeary goes on to argue *ergo* that relative to the duties it performs the cost of the Navy is small.

From glancing at the contributions to the Navy made from various parts of the Empire at present, the author proceeds to draw up a basis upon which to equalise the contributions from Great Britain and the Colonies, which are admittedly a subject for adjustment. The area of territory, he points out, would not be a suitable basis, because on such a basis about 20 per cent. of the expense would fall to Canada and less than 1 per cent. to the United Kingdom; nor would the population be, because on that basis about 35 per cent. would fall to India and about 1 per cent. to Canada; but the imports and exports (the commerce adroit which the Navy has to

protect) offer a basis which would enable the expenditure to be apportioned annually to the several States *pro rata* to the value of the commerce adroit which belongs to each of them. The cost of the Navy is equivalent to about 3 per cent. of the commerce. On this basis, the six self-governing Colonies would pay approximately £5,279,000; the United Kingdom £19,013,400 with (by arrangement) £3,032,340 for India and £4,293,900 for the Crown Colonies—£26,340,140; total, £31,619,140.

But there must be "no taxation without representation." The British Parliament as presently constituted is National not Imperial. In juxtaposition to this state of affairs Mr. McLeary places the fact that in the United States and Germany the whole population is represented. He examines the possibility of having an Imperial Parliament and admits that it would be many years before any arrangement for the proportionate representation of the other self-governing States in such a Parliament could be brought about; meantime, if only as a temporary expedient, some other plan, which could more speedily be put in practice, should be sought for and probably the want might be met by the formation of an Imperial Committee of the Privy Council. This, says Mr. McLeary, should consist of the Prime Minister, the Secretary of State for Foreign Affairs, the Secretary of State for India, the Secretary of State for the Colonies, the First Lord of the Admiralty, the First Sea Lord (as Naval expert), the Secretary of State for War, the Commander-in-Chief (as Military expert), the representative of each of the six self-governing States, and the Under Secretary for Foreign Affairs (as Secretary of the Committee).

The author goes on to give his views on the constitution of the Committee and the means to be taken to prevent it drifting into desuetude. We can commend the work to the careful consideration of all Imperialists.

FIRES ON SHIPBOARD.

A SCIENTIFIC FIRE-EXTINGUISHING APPARATUS.

Most of our readers have realised how important a matter it is that steamers, more especially those which carry passengers, should be equipped with a scientific fire-extinguishing apparatus. In order to ascertain precisely how such an apparatus is fitted and how far it appears to be efficient, the writer of the Shipping Notes in the *Times* recently visited the New Zealand Shipping Company's steamer *Turakina* at the Albert Docks, which is the largest vessel to be so equipped at the present time. He gives the following description of the apparatus:—The *Turakina* is a new steamer of 8,050 tons, and the can carry 250 passengers and a crew of 110. Her full cargo capacity is 14,000 tons. The holds are divided vertically and horizontally into 24 different compartments, including bunkers; and three holds and three tween-deck compartments are lined with carbon insulators. Frozen produce is carried in these six compartments. Experience has shown that the risk of fire in a vessel of this kind is considerable; and the point to which I specially devoted attention was the means by which a fire, occurring in any one compartment or bunker, could be extinguished before it could become of serious proportions. It has, I believe, been established beyond question that the gas generated in the *Turakina's* apparatus—sulphur dioxide with a slight admixture of sulphur trioxide—will extinguish a fire in any closed space, provided that it can be introduced in the necessary effective proportion. I tried, therefore, by enquiries and by personal observation, to ascertain exactly the means by which the desired object was sought to be achieved. The gas is generated by burning sulphur under induced draught, and is forced by a blower through a discharge pipe which runs along the whole length of the ship. From this "main" are carried branches, controlled by valves which lead to the bottom of every compartment and bunker in the vessel. Large compartments have two discharge pipes, one at each end. There are altogether 39 branches for distributing the gas. At the top of each compartment and bunker is a return pipe which leads to a return "main" and thence runs back to the gas generator. Every discharge pipe has its corresponding return pipe, so that the circulation of the gas is fully provided for. In the event of fire in any compartment or bunker it is only necessary to open the valves communicating with that part of the vessel, suck out the air through the discharge pipe, and drive in gas through the return pipe until a fire-extinguishing mixture has been made. The gas, which in the event of fire would, of course, become hot, is then circulated through a "cooler" until the compartment or bunker is cooled down. If a fire broke out in the carbon insulation of the refrigerating chambers the gas would reach the seat of combustion as soon as the matchwood lining began to burn even if it were not able to penetrate the interstices of the lining. In the case of cargoes, like coal, which give off inflammable gases, the return pipe is cut off and the fire-extinguishing gas is forced in, when, by its pressure, it gradually expels the smoke and inflammable gas. The whole process is very simple, and the thorough manner in which the arterial system of pipes is carried all over the vessel, makes the test in one of the *Turakina's* an extremely complete one. The experience of this vessel in respect of fire will be watched with the greatest interest. I should add that every facility was given me in my examination by the officials of the Clayton Company, who fitted the fire-extinguishing apparatus, and by Mr. King, the manager of the New Zealand Shipping Company. I am informed that the North German Lloyd Company are about to equip two of their passenger steamers with a similar apparatus.

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MEXICAN PROGRESS AND THE FALL IN SILVER.

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The possibility that the Mexican currency may be so established as to check further declines in the value of the Mexican dollar is of the greatest importance to the railway companies and other foreign-capitalist institutions. It has been heartrending for directors of flourishing companies showing big traffic increases in currency to have every half-year their position completely reversed owing to the continued fall of silver. Try as they would they have been helpless in view of this difficulty and unless there is a very great trade revival in the Far East to cause a big demand for silver it is difficult to see how further troubles are to be averted. A line earns \$100,000 in one year and increases it to \$110,000 in the corresponding week of the next year. The traffic has therefore increased substantially by 10 per cent. But in the meantime silver has fallen from, say, 25d. to 22d. per ounce—a fall of 12 per cent. Thus the traffic results converted into sterling will have fallen roughly by the same amount—12 per cent.—and so the currency increase is lost. In addition, as the silver currency is lower in sterling value, more of that currency has to be paid to make up the gold price of coal and other articles imported for the use of the railways. So that, in spite of the increased traffic, our imaginary line is really much worse off than it was before. Here, then, expressed quite simply, is the position as it has affected the railways owned by foreign capitalists.

If exchange were steadier, if the value of the Mexican dollar could be maintained even at the present low price, then, whatever the effect on silver, it is not to be doubted that the result would be satisfactory from the point of view of the railway companies. These would really benefit at length from the increases in the traffic. The 10 per cent. increase in the traffic noted in the previous paragraph would be a real increase, and the adverse points would not exist. This is the present hope of the market as regards the various companies. As it is, even though the Mexican Railway is progressive in trade and shows good traffic, they do not compensate for the fall in the price of silver. For the month of January the line increased its traffic receipts by \$14,000, which is really little more than 3 per cent., and would go only a little way to meet the decline in silver. It is hard luck on the Company, but there the sober fact remains. The Inter-oceanic of Mexico is not doing badly. The aggregate from July 1 shows an increase of \$801,000 on last year's figures of \$2,308,000. Here we have an increase of well over 25 per cent. We may feel fairly confident that about 10 per cent. of this will not be lost through exchange considerations, that \$250,000 or so is really gross increase which will serve the Company. Perhaps \$100,000 or \$120,000 extra may come into the dividend considerations of proprietors.—*The Outlook*.

AN OLD SEA ROUTE REVIVED.

The opening of the new China Commercial Steamship Company, with boats plying between China and Mexico, the *Manila Times* remarks, will revive a trade of the sea which has been dead for more than 200 years. Up to the time Mexico gained her independence a line of ships plied between the two countries, calling at Manila and Agaña, Isle of Guam, and many a Spanish soldier and priest was carried across the sea to the Spanish dependencies, or home again after their tour of colonial service.

The ships chartered for the new line, which is to revive the route now mapped out, are the *La Clavie*; the *Atoll*, the *Ching Wo* and the *Clavie*; the first ship has left Hongkong, but it is not the intention of the company to take in the ports of Manila and Guam until after all of the vessels have gone into commission, which will be about the middle of next month.

Two of the steamers are well known in this part of the Orient. The *Clavie* was formerly operated between Tacoma and Oriental ports, being released by the Northern Pacific Company only a few months ago. The *Ching Wo* is one of the smaller vessels of the China Merchants' fleet and has made a number of voyages across the Pacific.

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THE Steamship

"EASTERN"
Captain Ellis, will be despatched as above on THURSDAY, the 8th April, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a daily qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903.

[879]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.

FARES:
1st Class \$2.00
2nd " 1.00
3rd " 0.50
Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bortham Strand West.

Hongkong, 11th March, 1903.

[646]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th January, 1903.

[280]

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.

"AFRIDI" ... About 15th April.
"RICHMOND CASTLE" ... 30th April.
"SAGAMI" ... 15th May.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 7th March, 1903.

[3494]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

[8]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. Austin, R.N.R.
DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Storage, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—

SAM WANG & CO., LD., 81, Queen's Road Central.

Hongkong, 25th February, 1903.

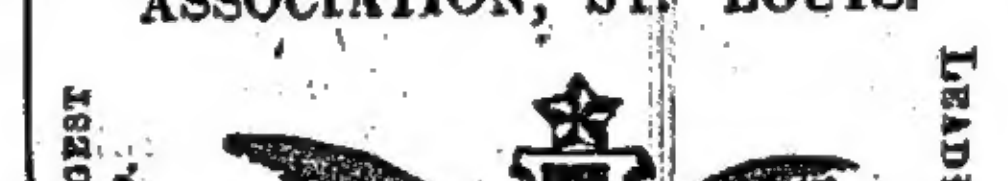
[849]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUANTITY.



This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain chemicals in any form.
The Beer is sterilized after being bottled, and full maturing ensures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902.

[374]

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1903.

WITH ALPHABETICAL LIST.
88 PAGES, BOUND IN CLOTH AND LETTERED, \$1.
PAPER COVER, 60 Cents.

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Messrs. W. BUEWER & CO., Hongkong and Shanghai;
YOUNG CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & CO., Amoy;
Messrs. A. S. WATSON & CO., Fuchow;
Messrs. H. BLOW & CO., Tientsin;
Messrs. HODGE & CO., Seoul Press, Seoul;
"NAGASAKI PRESS" OFFICE, Nagasaki;
"KORE CHRONICLE" OFFICE, Kobe;
The "DAILY PRESS" OFFICE, Hongkong; and
at the London Office, 131, Fleet Street.
Hongkong, 1st January, 1903.

NOW ON SALE.

THE CURRENCY QUESTION.

A FULL REPORT OF THE MEETING OF THE MEMBERS OF THE CHAMBER OF COMMERCE regarding the above question has been published as a SPECIAL SUPPLEMENT to the "HONGKONG WEEKLY PRESS."

Copies of the Supplement may be obtained price 10 Cents per Copy Cash, or \$1 a dozen.
Hongkong, 19th February, 1903.

[578]

"THE EAST OF ASIA."

(Published Quarterly)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai;
Messrs. KELLY & WALSH, Hongkong;
and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903.

[52]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—
PER QUARTER \$9
PER MONTH \$3
ALFRED CUNNINGHAM, Manager.

Hongkong, 9th December, 1902.

[3302]

W. NIKUN, WITNESS DIRECTORY.

CHIEF & CO., Established 1853.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and Exporters, Teakwood Furniture, Blackwood, Jewellery, &c., highest grade, best and cheapest. 8, Queen's Road Central.

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MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

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Bromide and Cyanon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

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Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartman's Robinson's Gasoline Compo (Horn Red Head Brand).

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Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MOORE & REIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Higgers, Commission Agents and General Storekeepers; Sole Agents for Shipowners Composition ("Greyhound Brand") and Blindfold Spence & Co.'s Composition.

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DROZ & CO.,
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

NOTICE.

FROM the 1st April next and until further notice the Price of BREAD will be 10 CENTS PER POUND.

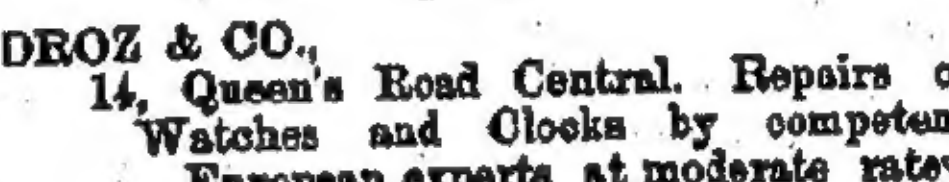
D. NOWROJEE & SON, Hongkong Bakery.

Hongkong, 16th March, 1903.

[853]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

From an Eminent Surgeon:—
"After a lengthened experience of Foods both at home and in India, I consider 'Benger's Food' incomparably superior to any I have ever prescribed."

BENGER'S FOOD is not only highly nutritive, but is most easily digested, and is so delicious that it is enjoyed by Infants, Invalids, Convalescents and the Aged.

For INFANTS, INVALIDS, & THE AGED.
Delicious, Nutritive, Digestible.

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Best & Goes Farthest.

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[3302]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [3192]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS. WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1-95. [14]

COX SEED CO.

Vegetable Seeds, Tree Seeds, Flower Seeds, Ornamental Trees, Shade Trees, Fruit Trees, Small Trees.
Reports of All India, Clover and Grass Seeds and everything for the Garden. CATALOGUES FREE ON APPLICATION.

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SARSAPARILLA

A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD
WITH GRIMAUD & Co's SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAUD & Co
6, rue Vivienne, PARIS (France)
Sold by all dealers.

[132-1]

POST OFFICE NOTICES.

The *Wakasa Maru*, with the French Mail of the 20th ult., left Singapore on Friday, the 20th inst. a.m., and may be expected here on about Thursday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on the 17th January.

MAILS WILL CLOSE.

FOR	DATE
Canton	Monday, 23rd, 7.30 a.m.
Macao	Monday, 23rd, 1.15 p.m.
Manila	Monday, 23rd, 3.00 p.m.
Kunming and Samshu	Monday, 23rd, 4.00 p.m.
Europe, &c. India via Taticoria	Monday, 23rd, 4.00 p.m.
(Late Letters 4.40 to 5.00 p.m. Extra Postage 10 cents)	
Shanghai	Tuesday, 24th, 3.00 p.m.
Nanjing	Tuesday, 24th, 4.30 p.m.
Swatow and Del. Kobe, Yokohama, Victoria, Shanghai, Moji, Yokohama, Victoria, B.C., and Seattle	Tuesday, 24th, 5.00 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Tuesday, 24th, 5.00 p.m.

TO-MORROW.

Sale, Carriages, &c. Central Police Station's Compound, Messrs. Hughes & Hoagh, 11 a.m.
Sala, Peking Silks, Sales Rooms, Messrs. Hughes & Hoagh, 2.30 p.m.
Regular Meeting, Ethena Mark Lodge, Freemasons' Hall, 5 for 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

21st March.

IN LONDON.—	
Telegraphic Transfer	177
Bank Bills, on demand	177
Bank Bills, at 30 days' sight	177
Bank Bills, at 4 months' sight	177
Credits, at 4 months' sight	177
Documentary Bills, 4 months' sight	177
IN PARIS.—	
Bank Bills, on demand	200
Credits, at 4 months' sight	200
IN GERMANY.—	
On demand	163
IN NEW YORK.—	
Bank Bills, on demand	38
Credits, 60 days' sight	38
ON BOMBAY.—	
Telegraphic Transfer	118
Bank, on demand	118
ON CALCUTTA.—	
Telegraphic Transfer	118
Bank, on demand	118
ON SHANGHAI.—	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA.—	
On demand	78
ON MANILA.—	
On demand	1 p.m.
IN SINGAPORE.—	
On demand	Nominal
ON BATAVIA.—	
On demand	96
ON HAIPHONG.—	
On demand	3 p.m.
ON SAIGON.—	
On demand	2 p.m.
ON BANGKOK.—	
On demand	69
VERMONTS, Bank's Buying Rate	\$12.50
10 LEAF, 100 fms, per ton	\$5.40
10 SILVER, per oz.	2

OPIUM.

20th March.	
Quotations are:—	Allowances net to 1 catty
Malaya New	to .. per picul
Malaya Old	\$1 80. to \$1100 ..
Malaya Older	\$1 10. to \$1130 ..
Malaya V. Old	\$1 40. to \$1160 ..
Perian fine quality	\$780
Perian extra fine ..	10
Patna New	\$1105 .. per chest
Patna Old	to
Bengal New	\$1085
Bengal Old	to

VESSELS EXPECTED.

THE INDIAN MAIL.
The steamer *Lightning*, from Calcutta, left Singapore for this port on the 17th inst. p.m.
The Indo-China steamer *Kunming*, from Calcutta and the Straits, left Singapore for this port on the 20th inst. p.m.
THE FRENCH MAIL.
The N.Y.K. steamer *Nakasa Maru* (European Line) with mails transferred from the M.M. steamer *Tonkin*, left Singapore for this port on the 20th inst., and is expected here on the 26th inst.
THE GERMAN MAIL.
The Imperial German mail steamer *Kien-tschou* left Colombo on the 20th inst. p.m., and may be expected here on the 1st prox.
THE AMERICAN MAIL.
The P.M. steamer *Siberia* left San Francisco for this port, via Honolulu, &c., on the 11th inst.
THE SHIRE.
The "Shire" Line steamer *Pembroke* left Singapore on the 16th inst.
The N.Y.K. steamer *Bombay Maru* (Bombay Line) left Kobe via Moji for this port on the 16th inst. p.m.
The P. & O. steamer *Pekin* left Singapore for this port on the 17th inst., at 6 a.m.
The N.Y.K. steamer *Kunano Maru* (Australia Line) left Nagasaki for this port on the 20th inst. p.m., and is expected here to-morrow.
The C.N. steamer *Taiwan* left Manila for this port on the 21st inst., and is expected here to-morrow.
The C.N. steamer *Kaiyong* left Iloilo for this port on the 20th inst., and is expected here to-morrow.
The O.S.S. steamers *Onsa* and *Melanaus* left Singapore yesterday, and are due here on the 26th inst.
The P. & O. steamer *Socotra* left Singapore for this port on the 19th inst., at 8 p.m.
The M.M. steamer *Tonkin* left Singapore on the 18th inst., at 7 p.m., for this port via Saigon.
The "Harbor" Line steamer *Sagami* left Singapore on the 19th inst., a.m., for this port via Manila.
The N.P. steamer *Olympia* arrived at Yokohama on the 18th inst.
The P. & A. steamer *Indravelli* left Portland (Or.) for this port via Yokohama, Kobe and Moji, on the 8th inst., and may be expected here on the 8th prox.
The N.P. steamer *Tacoma* left Victoria (B.C.) for Kobe direct on the 8th inst.

PASSENGERS.

ARRIVED.
Per *Sunglung*, from Manila, Mr. and Mrs. Dorsey and child, Mr. and Mrs. Travis, Mr. James, Mrs. Anderson, Misses David, Reine, Swelling, and Polk, Messrs. F. Morrison, M. Vassar, T. Gezer, C. Witz, C. Nelson, W. Pearson, J. Reed, Emilio, Peterson, E.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS
Hongkong & Shanghai	\$125	100, buyers
Nat'l. Bank of China	25	100, buyers
A. Shares	25	100, buyers
B. Shares	25	100, buyers
Four. Shares	25	100, buyers
Bull's Head & Co.	25	100, buyers
Campbell, Moore & Co.	25	100, buyers
China-Japan Co., Ltd.	25	100, buyers
China Light and	25	100, buyers
Power Co., Ltd.	25	100, buyers
China Prov. L. & M.	25	100, buyers
China Sugar	25	100, buyers
Cigar Companies	25	100, buyers
Alhambra, Ltd.	25	100, buyers
A. H. H. H. H. H. H.	25	100, buyers
Cotton Mills	25	100, buyers
Swo	25	100, buyers
International	25	100, buyers
Laun Kung Mow	25	100, buyers
Soychies	25	100, buyers
Hongkong	25	100, buyers
Dairy Farm	25	100, buyers
Green Island Cement	25	100, buyers
ti. & C. Bakery	25	100, buyers
Hongkong Electric	25	100, buyers
H. H. L. Tramways	25	100, buyers
Y. Y. Y. Y. Y. Y.	25	100, buyers
Hongkong Hotel	25	100, buyers
Hongkong Ice	25	100, buyers
H. & C. Ward & Co.	25	100, buyers
Hongkong Lope	25	100, buyers
H. & W. Dock	25	100, buyers
Canton	25	100, buyers
China Fire	25	100, buyers
China Traders	25	100, buyers
Hongkong Fire	25	100, buyers
North China	25	100, buyers
Union	25	100, buyers
and Building	25	100, buyers
Hongkong Land Inv.	25	100, buyers
Humphreys Estate	25	100, buyers
Honolulu Land & B.	25	100, buyers
West Point Building	25	100, buyers
Luzon Sugar	25	100, buyers
Shanghai Invest. Co., Ltd.	25	100, buyers
Shanghai	25	100, buyers
Chartered Bank	25	100, buyers
Jobu	25	100, buyers
Funan	25	100, buyers
Do. Preference	25	100, buyers
Rambo	25	100, buyers
New Amoy Dock	25	100, buyers
Crisis Hotel, Manila	25	100, buyers
Kowloon, Ltd.	25	100, buyers
Robinson Estate Co., Ltd.	25	100, buyers
China and Manila	25	100, buyers
Douglas Steamship	25	100, buyers
H. Canton and M.	25	100, buyers
Indo-China S. N.	25	100, buyers
Indo-China S. N.	25	100, buyers
Star Ferry	25	100, buyers
Jobu Planting Co.	25	100, buyers
United Asbestos	25	100, buyers
Do.	25	100, buyers
Universal Trading	25	100, buyers
Co., Ltd.	25	100, buyers
Watkins, Ltd.	25	100, buyers
Watson & Co., & S.	25	100, buyers

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FOR
CHINA, JAPAN, COREA, INDO-CHINA,
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LANDS INDIA, HILL-
PINES, BORNEO, &c.,
WITH WHICH ARE INCORPORATED
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SHIP AND HOUSE CONTRACTOR.
PAINTER, CARPENTER, GILDER,
SAMPAN CONTRACTOR AND
BRICKLAYER.
No. 31, Gough Street.
Hongkong, 2nd March, 1903. [678]

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have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods.
Wm. PAULANE, Manager.
Hongkong, 18th November, 1901. [65]

NAPIER JOHNSTONES
SQUARE BOTTLE WHISKY.
SQUARE BOTTLE WHISKY.
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AGENTS
LANE, CRAWFORD & CO.
HONG KONG.

TO LET

TO LET UNFURNISHED.
NO. 33, CAINE ROAD. Available from 1st March.
"COOMBE" MAGAZINE GAP. Available from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET

GODOWNS, paved with granite, at Wancha. Suitable for storage of Coal or any other dry Merchandise. With Pier.
Apply to—
HASON LEE,
255, Queen's Road.
Hongkong, 8th December, 1902. [64]

TO LET OR FOR SALE.

"EXCELSIOR" No. 10, SAN LOURENCO, Macao. From 1st April next.
Apply to—
Dr. G. P. JORDAN,
2, Connaught Buildings.
Hongkong, 3rd March, 1903. [638]

TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.
For Particulars, please apply to
Mr. LI PAK,
Care of Comptroller,
NIPPON YUSEN KAISHA,
1st Floor No. 1, Prince's Buildings, Chater Rd.
Hongkong, 5th December, 1902. [183]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902. [72]

TO LET

FIRST FLOOR of No. 14, BEACONS FIELD ARCADE, Queen's Road Central. From 1st April. Suitable for an Office.
For further Particulars, apply to—
H. YEEA'S STUDIO.
Hongkong, 10th March, 1903. [787]

TO LET.

FIRST FLOOR, No. 3, OLD BAILEY.
TOP FLAT of "SEAVIEW," WANGHAI GAP ROAD. Cool and healthy situation. Full view of harbour.
No. 6, REDNAXELA TERRACE.
And others to suit various requirements.
S. A. SETH,
Care of the Dairy Farm Co., Ltd.
Hongkong, 13th March, 1903. [783]

TO LET.

"HARTLEY" STONY BROOKE, and "INGLEWOOD," RICHMOND ROAD.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET.

"KELLET SPUR" at MOUNT KELLET, "BISNEE VILLA,"
POKULUM ROAD, in first-class state of repair; and Land on sea front Kowloon Marine Lot No. 5, admirably suited for the storage of coal.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 13th March, 1903. [831]

TO LET.

NO. 9, SALISBURY AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 14th March, 1903. [108]

TO LET.

FROM April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Voeux Road Central.
Apply to—
C. S. L.,
Care of St. Queen's Road Central.
Hongkong, 16th March, 1903. [854]

TO LET.

"THE RETREAT," MOUNT KELLET.
FLATS in MORETON TERRACE, CAUSEWAY BAT, facing the Polo Ground.
No. 1, BIPON TERRACE.
GODOWNS at BOWRINGTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

THE LYRIE, Peak; Furnished.
No. 1, CAMERON VILLAS, Mount Kellett.
Nos. 12, 13, 15 and 18, BELILIOS TERRACE.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 10th March, 1903. [890]

TO LET.

12, ABBOTNOT ROAD, SIX-ROOMED HOUSE.
Apply to—
E. A. DE CARVALHO.
C. F. DE CARVALHO.
Hongkong, 19th March, 1903. [894]

TO LET.

SPACIOUS NEW HOUSES and FLATS.
Connaught Road, Des Voeux Road and Pottinger Street. Close to Binko Pier. Especially suitable for Offices, Stores, &c. Rents very moderate.
Apply to—
S. A. SETH,
Dairy Farm Co.,
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

Ideal Milk

Enriched 20 per cent.
with Cream.



Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,368 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATHAN," 2,200 tons, Captain J. J. Lossius.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.
Departures from Hongkong to Canton daily at about 8 a.m. (Sunday excepted), and at about 5.30 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at about 8 a.m. (Sunday excepted), and at about 4.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HONGKONG," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at about 8 a.m. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain E. D. Thomas.
S.S. "SAINAM," 688 tons, Captain A. W. Dixon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m.; and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

929

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at \$12.00
5 Star, SPECIAL—Exquisite, best in the World for Club or Private use at \$19.00
5 Star, SPECIAL—Exquisite, best in the World for Club or Private use at \$19.00
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured once tried, preferred to all others. Sole Agents for Hongkong.
F. BLACKHEAD & Co.

TO LET.

HOUSES at Nos. 2, 3 and 4, CHICO TERRACE, off Upper Peel Street.
Each house with Five Rooms and good Servants' Quarters. Rent Moderate.
Apply—
CONRADORE,
Hongkong and Shanghai Banking Corporation.
Hongkong, 31st January, 1903. [387]

NOTICES OF FIRMS

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

CONSEQUENT upon the retirement of Mr. W. H. RAY, owing to ill-health, Mr. JAMES WHITTALL has, from this date, been appointed SECRETARY of the above Company.
By Order of the Board of Directors,
E. W. MATTIAND,
Acting Secretary.
Hongkong, 17th March, 1903. [583]

NOTICE

NOTICE IS HEREBY GIVEN that as from the 14th February, 1903, HU WUE KIU has ceased to be FOREMAN of WING FAT & CO., Fritters and Stationers, and that he is no longer entitled to receive orders nor collect accounts for the said Firm.
WING FAT & CO.,
25, Pottinger Street.
Hongkong, 17th March, 1903. [588]

THE CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

NOTICE

I HAVE THIS Day taken over the duties of MANAGER of the above Company.
By Order of the Board of Directors,
CHAN HEWAN,
Manager.
Hongkong, 18th March, 1903. [893]

M. CHADWICK KEW

DENTAL SURGEON.
No. 30, QUEEN'S ROAD CENTRAL.
Office Hours—9 a.m. to 5 p.m.
Hongkong, 14th March, 1903. [839]

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD. is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Bunkers.
Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1902. [836]

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